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# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 323 光緒二十二年三月十一日 THURSDAY, APRIL 23, 1896. 禮拜四 香港英四月廿三號 THIRTY DOLLARS PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

## Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE MERCANTILE BANK OF INDIA, LIMITED.

*AUTHORISED CAPITAL* .....£1,500,000
*SUBSCRIBED* .....£1,125,000
*PAID-UP* .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " .....3½ "
" 3 " .....2½ "
DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP .....£800,000
RESERVE LIABILITY OF SHAREHOLDERS .....£800,000
RESERVE FUND .....£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$10,000,000
RESERVE FUND .....$ 5,750,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 13th February, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

## Auctions.

GOVERNMENT NOTIFICATION.
No. 140.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 27th day of April, 1896, at 4 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 11th April, 1896. [696

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of April, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Yaumati, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. N. | E. | S. | W. | Contents in Square feet. | Annual Rt. | Upset price |
|---|---|---|---|---|---|---|---|---|---|
| | | | ft. | ft. | ft. | ft. | | $ | $ |
| 1 | Kowloon Inland Lot No. 712 | Yaumati (N. of K.L.L. 674) | 50 | 50 | 150 | 150 | 7,500 | 106 | 2,000 |

## Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO .....
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOOM, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEL

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [43

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED .....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 24th May, 1894. [247

## Intimations.

HONGKONG CLUB.

NOTICE.

THE TENTH YEARLY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE, on WEDNESDAY, the 29th instant, at 4 P.M.

By Order,
C. H. GRACE,
Secretary.
Hongkong, 20th April, 1896. [695

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY PER CENT upon CONTRIBUTIONS for the year 1895 has been DECLARED.

WARRANTS will be issued on the 30th instant.

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 20th April, 1896. [703

OLIVERS FREEHOLD MINES, LIMITED.

AN ISSUE of B SHARES is offered to the Registered Shareholders of the above COMPANY in the proportion of one B Share for every Share they hold. Every Shareholder on the Register on THURSDAY, the 23rd instant, will be entitled to an allotment of one B Share for every Share, whether A or B, registered in his name. All applications must be made on forms for the purpose, which may be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 23rd instant, and must be filled up and lodged with that Bank on or before THURSDAY, the 7th May next, together with a sum of ONE DOLLAR for every Share applied for as a first instalment. A Receipt will be given, which must be forwarded to the COMPANY in change for Scrip. No further call will be payable in respect of these Shares without at least two months' notice.

The SHARE REGISTER will be CLOSED from THURSDAY, the 23rd instant, to THURSDAY, the 7th day of May following, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th April, 1896. [658

J. DENIS, HENRY MOUNIÉ & CO.

COGNAC.

ESTABLISHED 1838.

TRADE MARK. REGISTERED AT STATIONERS HALL.

BRANDY
OF
EXCEPTIONAL PURITY
AND
EXCELLENCE.

*Proprietors of large Vineyards and Distilleries.*

Apply to
Messrs. DODWELL, CARLILL & Co., Hongkong.
M. OPPENHEIMER & Co., Paris, Agents.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1894. [61

## Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | CAPTAINS | TO SAIL | REMARKS |
|---|---|---|---|---|
| SHANGHAI..... | *Malacca* ..... | G. C. Henning, R.N.R... | About 24th April... | Freight or Passage. |
| LONDON, &c. ... | *Canton* ..... | A. G. Cubitt, R.N.R..... | About 5th May ... | Freight or Passage. |

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 23rd April, 1896. [431

MEALS
AT H.E. HOTEL
[MONTHLY RATES FOR

BREAKFAST ..... $12.00
TIFFIN ..... 15.00
DINNER ..... 20.00
ALL 3 MEALS ..... 42.50

THE HONGKONG BUTCHERY,
*Nos. 11, 13 and 15, Central Market.*

*TRY OUR.*

VEAL SAUSAGES 25 Cents per lb.
BOLOGNA SAUSAGES 50 Cents per lb.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Hongkong, 11th February, 1895. Proprietor. [49

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

KELLY & WALSH, LD.

DOLLAR AND RUPEE EXCHANGE TABLES.

Giving equivalents of RUPEES into DOLLARS and *vice versa* at rates ranging from Rs. 175 to Rs. 207½ per $100 ascending by one quarter of a Rupee; compiled by G. D. McINTYRE, Accountant of the Audit Office, Singapore.

PRICE.....$3.50.
Hongkong, 18th April, 1896. 16

MOUNT AUSTIN HOTEL.

*1,400 FEET ABOVE SEA LEVEL.*

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

*THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.*

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895 [28

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

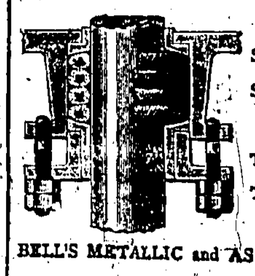
This refreshing and invigorating Table Water contains 5 per cent. more IRON CARBONATE than any Water from similar Springs.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

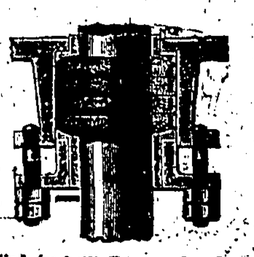
## Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

*HONGKONG HOTEL—PRAYA.*



Sole Eastern Agents for
SPHINCTOR GRIP ARMOURED HOSE.
SNOWDON, SONS & Co. "SNOWDRIFT" MANUFACTURER.
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM AND GENERAL FOUNDRY Co.



BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and Triple Expansion Engines.

COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of jointings kept in stock.

SPECIALLY MADE CLOTH FOR FILTERS. ENGINE AND CYLINDER OILS.

W. JACKSON, Manager.
Hongkong, 27th February, 1896. [30

"AQUARIUS."

TRADE MARK. ESTD. 1864. TELEPHONE—75.

IT is gratifying in these days of typhoid to come across a really pure and palatable Table Water. "AQUARIUS" is such, and curiously enough hails from the shiny, its birth-place being Shanghai. "AQUARIUS" is so popular in China that it is proposed to open an Agency in London. We have tried it ourselves—with Whisky—and found it admirable—"SPORTING TIMES," 3rd August, 1895.

CALDBECK, MACGREGOR & Co.,
*WINE and SPIRIT MERCHANTS.*
Hongkong, 17th April, 1896. 39

LANE, CRAWFORD & CO.

*GENERAL STORE-KEEPERS AND COMMISSION AGENTS.*
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.
TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.
ROPE, CANVAS, &c.
HUBBUCK'S PAINTS and VARNISHES.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for STEEL VESSELS.
SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BUNKERS and TOP-SIDES.
*FRESH WATER SUPPLIED.*

LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896. [275



SCOTCH WHISKIES.

| | Per Dozn. |
|---|---|
| "CLUB" | $11.00 |
| "SPECIALLY SELECTED" | 10.00 |
| "SPHINX BLEND" | 9.00 |
| "CHOICE OLD HIGHLAND" | 7.00 |
| "GLENLIVET" | 6.00 |

洋行 TRADE MARK. 源和 Hong Name:—YUEN WO.

TELEPHONE, No. 135.

*BOTTLED BY:—*

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 21st April, 1896. [420

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST ARTICLE AT A LOW PRICE.

*THAT IS WHY WE ARE INTRODUCING*

BRAUN'S "EXPORT" BEER

*PRICE:—*
$10.50 per Case of 6 dozen Pints. $12.50 per Case of 4 dozen Quarts.
*Cash on Delivery.*

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
*Head Office:—8, D'Aguilar Street, Hongkong.*
For price and terms, apply to
THE MANAGER.
Hongkong, 22nd January, 1896. [1918

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
*GOLDEN MEDAL*
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

NOISELESS. SMOKELESS.



WORKED BY ORDINARY PETROLEUM.
*Consumption of Petroleum 1 lb. per H.P. and Hour.*
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do 1 " quarts .....$32 "

SHEWAN & Co.,
Agents.
Hongkong, 15th May, 1895. [38

## To-day's Advertisements.

FOR SALE.

THE well-known PUBLIC HOUSE,

"THE GERMAN TAVERN"
AND
BOARDING HOUSE,
with FURNITURE, FIXTURES, STOCK-IN-TRADE, LICENSE and GOODWILL.

The same has been Established since 1857. The present Proprietor, who wishes to retire, has held the above Premises for 39 years.

For further Particulars, apply to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 23rd April, 1896. [714

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st May, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd April, 1896. [715

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Chartered Steamship

"COSMOPOLIT,"

Captain Holtz, will be despatched for the above Ports TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 23rd April, 1896. [716

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

THE Company's Steamship

"PINGSUEY,"

D. Davies, Commander, will be despatched as above TO-MORROW, the 24th instant, at 5 P.M.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 23rd April, 1896. [608

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 23rd April, 1896. [717

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PEKIN,"

Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 7th May, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Oriental*, leaving that port on the 29th May for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 23rd April, 1896. [431

## Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
*VICTORIA DISPENSARY,*
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

*Any complaints should be addressed to the Manager.*

Hongkong, 3rd May, 1895. 1427

## Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.


NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication: but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

*The Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

*The Hongkong Telegraph's* number at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong.


# The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 23, 1896.


## NOTES AND COMMENTS.

We apologize to our friends of the *Daily Press* for having credited them with a proposal to establish in Hongkong a purely British Chamber of Commerce, and we accept their denial without taking the trouble to look and see how it was that we fell into such a mistake. We are very glad to find ourselves in error. Any rupture of the bond that has hitherto united the mercantile community in Hongkong in matters appertaining to trade and commerce and to the opening up of China would be very regrettable. As to the question of the channel of communication between the Chamber and Peking, we think, with all respect for our contemporary, that the *Doyen* of the Diplomatic Corps in Peking is the proper person to whom at Peking all memorials and petitions should be addressed so long as the Ministers in Peking maintain the *entente* that at present links them together and induces them to make their representations to the Tsung-li Yamen through their *Doyen*. Let us take the recent representations made to the Yamen about the working of the Transit Pass system at Shanghai. All the nationalities represented in the northern capital were equally interested in the question. They corresponded with the Chinese Government through Colonel Denby, and evidently not individually; and the Chinese authorities replied to him as representing all the powers concerned. There are cases, of course, in which it would be wrong for the Chamber of Commerce here to address the *Doyen* of the Diplomatic Corps at Peking and right for them to present their complaint to the British Minister and look for help from him alone. Any question connected with the Customs blockade of the Colony, or the unauthorized action of the Chinese Revenue cruisers in our neighbourhood would afford an instance in point. In such a case Hongkong alone would be affected. Hongkong alone would have cause of complaint. All merchants and traders in Hongkong, whether British or foreign, would be equally interested, and the Chamber of Commerce would represent them all before the British Minister, who alone would be entitled to address the Chinese Government on a matter concerning this colony only. The Transit Pass affair equally interests and affects Hongkong, Canton Amoy, and Shanghai, and touches all the Treaty Powers, and in such a question, so long as the Powers are acting in concert at Peking, the *Doyen* is the proper person to address.

* * *

The Singapore papers received yesterday call attention to the substitution in the Army Estimates for this year of sixty European Artillerymen in place of the company of Asiatic Artillery hitherto borne on the strength of the Straits Settlements' garrison. The change has not as yet been made. The company of Sikh Artillerymen are still in Singapore, and are in receipt of pay although not in the estimates, and the additional number of European Artillerymen have not arrived yet, and there is no word of them so far. It is suggested that the Sikhs will probably be transferred to the Malay Federation as the nucleus of a small force of Imperial artillery to be formed for service there. If that is not the object of the change, what is? It can hardly be that the Asiatic Artillery are not deemed suitable for the work, for, if so, there would have been some indication of a similar substitution here where we have four companies, and there is very much greater need of an effective artillery force here than in the Straits. For our own part we should like to see the Singapore company sent up here and added to our strength for fighting purposes. The garrison is not strong enough as it is.

* * *

The situation at the Cape appears to be rapidly assuming a critical aspect. Dr. JAMESON's insane folly and the cowardice and ineptitude of the Johannesburgers has united all the men of Dutch descent in the Transvaal, in the Orange Free State and in the Cape Colony, in a league of hatred and distrust towards everything English, and has revived all the bitter feelings of the past that under Sir HERCULES ROBINSON's skilful management were so rapidly, to all appearance, dying out. The two Dutch republics are said to have entered into treaties offensive and defensive, and are, it is said, armed to the teeth. They are looking out for allies beyond the limits of Africa, if they have not already secured them. The Matabeles, conquered only the other day, but unsubdued, and evidently well supplied with arms, are in open revolt in immense numbers. The few Europeans scattered through that vast tract of country are barely able to hold their own. Help is coming to them, but very slowly and from an enormous distance. On the other hand, it would appear as if, in England, the country had been thoroughly roused to the necessities of the case. We hear of reinforcements of five thousand men for the Cape. There have evidently been negotiations for the purchase of Delagoa Bay from the Portuguese. The actual purchase has been reported and the denial is merely semi-official and may be only an evasion. We give publicity in another column to an expression of opinion from a leading statesman in the Cape, Sir JAMES SIVEWRIGHT, on the position as affected by JAMESON's raid and by Mr. CHAMBERLAIN's despatch. He seems hopeful of the ultimate success of the efforts now being made to appease the enmities and allay the fears that have been excited. He condemns the Chartered Company to utter extinction. He has his eyes open to the existence and the danger of foreign intrigues. He places his hopes in the complete re-establishment of the *Pax Britannica* in South Africa.

## REUTER'S MESSAGES.

THE OUTBREAK IN MATABELELAND.

LONDON, April 21st.

Several sharp skirmishes have taken place close to Buluwayo, in which the Matabeles have lost heavily.

PRESIDENT KRUGER AND MR. CHAMBERLAIN.

The Executive Council of Pretoria has replied to Mr. Chamberlain's despatch in a friendly tone, but says that President Kruger cannot ask the permission of the Volksraad to go to England until the basis of discussion is settled.

ITALY AND ABYSSINIA.

The peace negotiations between King Menelik and General Baldissera have been broken off.

OBITUARY.

The deaths are announced of M. Leon Say and Baron Hirsch.

[SAY, Jean Baptiste Léon, a French statesman, born in Paris, June 6th, 1826, was the son of Horace Emile Say, and grandson of Jean Baptista Say, the celebrated political economist. Following the traditions of his family, he devoted himself to the study of political economy, and for many years he was a contributor to the *Journal des Débats*; of which he continued to be the principal proprietor. He was an unsuccessful candidate for the Corps Législatif in 1869, but in Feb. 1871, he was returned to the National Assembly as one of the representatives of two departments, Seine and Seine-et-Oise; he took his seat for the Seine. In June the same year he became Prefect of that department. In Oct. 1871, he was in London, accompanied by M. Vaslard, the President of the Municipal Council of Paris, and presented to the Court of Aldermen at the Guildhall a bronze medal of the Hôtel de Ville, and the large Gold Medal which was struck in commemoration of the revictualling of Paris by voluntary subscriptions collected in this country. At the same time he, on behalf of M. Thiers, presented the Lord Mayor with the Grand Cross of the Legion of Honour. He and M. Vautrain were entertained at a public banquet in the Mansion House. On Dec. 7th, 1872, he was made Minister of Finance by M. Thiers, on whose downfall he naturally left office (May 24th, 1873). He again accepted the portfolio of Finance in M. Buffet's administration, in March, 1875. Soon afterwards he was elected a Senator for the department of the Seine-et-Oise; his term of office expiring in 1882, he was re-elected. He retained his portfolio in the Dufaure cabinet of the 10th of May, 1876, and in the Jules Simon cabinet of the 13th of Dec. following, but he retired with the latter, May 17th, 1877. When a new ministry was formed under the presidency of M. Dufaure in Dec., 1877, M. Léon Say again became Minister of Finance. He presided over the International Monetary Conference held at the Foreign Office, Paris, in Aug., 1878. He retained the position of Minister of Finance in the first cabinet formed by President Grévy. He retired from the Administration, Dec. 17th, 1879, with the head of the cabinet, M. Waddington, and resumed his place among the members of the Left Centre. In April, 1880, he was appointed Ambassador to London, with a view to his conducting the negotiations for a Treaty of Commerce, and he met with a cordial reception, but he returned to Paris in the course of a few weeks, in consequence of his having been elected President of the Senate, May 25th, 1880, in place of M. Martel, who had resigned on account of ill-health. In 1889 he resigned his seat as a Senator, and was elected as Député de Pau, Basses Pyrénées. He was re-elected President of the Senate, Jan. 20th, 1881, and he became Minister of Finance in the De Freycinet cabinet, formed Jan. 30th, 1882. This cabinet, however, went out of office in a few months. In Nov., 1893, M. Say was elected President of the re-union of the Left Centre in the Senate, and as such he has made several political campaigns in favour of Liberalism as opposed to Radicalism, and has endeavoured to build up a Liberal Republican Party in Parliament. He was one of the founders of the Liberal Republican Union, and, in 1889, was an active opponent of Boulangism. He even presented himself for election to the Chamber of Deputies, and was returned for Pau, after which he retired from the Senate in order to re-enter active political life. M. Léon Say, who was a great authority on financial and economical questions, has written "Théorie des Changes Etrangers," translated from the English, and preceded by an introduction; "Les finances de la France, une année de discussion," 1882; "Le Socialisme d'Etat," 1884; "Les solutions démocratiques de la question des impôts," 1886; "Turgot," 1887. His political speeches have been re-edited, especially "Discours prononces pendant les sessions de 1876—question monetaire." He published, as editor, conjointly with MM. Faval and Lanjalley, "Le Dictionnaire des Finances," 1883-90; and, conjointly with M. J. Chailley, "Le Nouveau Dictionnaire d'Economie politique," 1890-92. He has contributed to the *Annuaire de l'Economie Politique*, and the *Journal des Economistes*. In Dec., 1874, the French Academy of Moral and Political Sciences elected M. Léon Say to the seat left vacant by the death of M. Dubois as "membre libre," and in 1880 as "membre titulaire," as successor to M. Michel Chevalier. He was elected a member of the French Academy in 1886, as successor to M. Edmond About.—*Men and Women of the Time.*]

## LOCAL AND GENERAL.

ELEVEN cases of plague to-day.

H.M.S. *Immortalité* left to-day for Taiwanfoo, Formosa.

MOTTO for the Legislative Council: "It is never too late to amend."

MR. A. W. M'Donald, Coolgardie's Mayor, was once a New South Wales commercial traveller.

THE total sugar crop of Cuba for 1896 is estimated at 126,596 tons, against 1,000,000 tons in 1895.

CAPT. J. W. WARREN, formerly in command of H. M. S. *Audacious* when flagship on this station, is promoted to be Rear Admiral on the retired list.

AUSTRALIAN life insurance societies last year paid claims totalling two millions sterling, and held in hand over twenty-two millions for future contingencies.

THE lecture of His Excellency the Governor before the Odd Volumes on "Irish Wit and Humour," is postponed till Monday, the 27th of April, at 5.15 p.m.

THE annual prize distribution of the Victoria English School will take place in the City Hall on Saturday at 11.30 a.m. His Excellency the Governor has kindly consented to distribute the prizes.

MOST of the big Australian coasting steamers now carry a compositor (at £5 a month) and a printing plant. It is the type-snatcher's duty to print the *menu* for each meal. "Between whiles" he is supposed to help the stewards. When will China coasters be as up-to-date as this?

MEMORANDA.

THURSDAY,—23rd April.

The Share Register of Oliver's Freehold Mines, Ltd., closes from this date to the 7th prox., inclusive.

FRIDAY,—24th April.

Noon.—Annual general meeting of shareholders of Campbell, Moore & Co., Ltd.

SATURDAY,—25th April.

11.30 a.m.—Victoria English School Prize Distribution in City Hall.

Noon.—*Belgic* leaves for San Francisco, *viâ* usual ports of call.

SUNDAY,—26th April.

a.m.—French Mail (*Natal*) Due.

THE steamer *Wash*, which arrived at Penang on the 13th from Singapore, reported that she saw a large steamer near Pulo Pisang, in the Straits of Malacca, which showed three red lights, meaning, possibly, that she had run aground.

THE innumerable admirers of the great "memory man" will be interested in this clipping from Sydney *Bulletin*:—Professor Loisette, the noted memory-teacher, is dead. "Though lost to sight, to memory dear," is hackneyed, but it would appear fresh on *his* tomb.

KISMET.

Out of the flaring furnace flame
A mass of molten silver came,
And leaping into pieces three
Went forth to meet its destiny.

The first a crucifix was made,
Within a soldier's knapsack laid.

The next a locket bright and fair
Where a mother kept her dead child's hair.

The last a bangle bright and warm
Around a faithless woman's arm.

ON New Year's Day, 1869, there sailed from Portland, Maine (U.S.A.), with a cargo of flour, the schooner *Harriet*, bound for Australia, and she was never seen again. The mystery has just been cleared up by a bottle found near Cape Elizabeth, in the same State:—"2nd January '69. We are in a gale of wind and snowstorm. We are sinking. Our vessel is the schooner *Harriet*, bound to North Sydney from Portland, consigned to John Moore. (sd.) Captain William Lewis." John Moore was then a leading Sydney merchant, and a brother of his was one of the *Harriet's* crew of five hands. Six-and-twenty years had that message from the dead been floating about the trackless deep.

AT the regular meeting of the Victoria Chapter, No. 525, on Monday evening, the 20th inst., the Principals for the ensuing year were installed by M.E. Companion E. C. Ray, Second District Grand Principal, assisted by the officers of the District Grand Chapter. M.E. Companion F. W. Heuermann, P.Z., had been re-elected to the first chair. He installed the following officers:—

| | | |
|---|---|---|
| H. | E. Comp. | G. A. Caldwell. |
| J. | " | D. Macdonald. |
| Scribe E. | " | J. Dyer Ball. |
| Scribe N. | " | A. R. Madar. |
| Treasurer | " | G. J. B. Sayer. |
| Principal Sojourner | " | R. Mitchell. |
| First Assist. | " | J. Lockhead. |
| Second " | " | G. C. Hayward. |
| Organist | " | C. W. Longuet. |
| Steward | " | W. J. Tutcher. |
| Janitor | " | J. Maxwell. |

INSPECTOR BREMNER, who has just retired from the Police on a pension after twenty-four years' service, was yesterday afternoon the recipient of a massive gold chain from his comrades in the Service. Deputy Superintendent Corcoran made the presentation, on behalf of the donors, in the billiard room of the Central Station, expressing at the same time the hearty good wishes of all the members of the force for Mr. Bremner's future. At the same time Mrs. Bremner was presented with a tea-service as a token of esteem from her many friends, and even the little Bremners were thought of, each receiving a small souvenir of the youthful days spent in this Far Eastern colony. Inspector Bremner and his family left for England this morning by the *Peshawur*, being escorted from the Station by the Police Volunteer Band and all his old companions in arms.

A CURIOUS comingling of newspaper rivalry and suicide is reported by Daisiel from Midvale, Nebraska. It appears that a man named Merchant, the editor of a weekly paper published in that town, decided to commit suicide because of reverses in business. In order that his paper should at least be first with the news he wrote a thrilling obituary article about himself, extending to three columns in length, explaining how and why he was taking his life, and what the outlook for him was if he did not do so, and waited till the rival paper had gone to press. He then handed the story to the printers, and, shutting himself up in his room, took a dose of poison. When the foreman read the article he ran to the editorial room, but was unable to gain admission, and, as the editor refused to let him enter, he called the police, who broke open the door. Merchant was found almost at the last gasp. The doctors who came with the police applied the stomach-pump, and were ultimately able to pronounce the would-be suicide out of danger. The foreman, meanwhile, had the article set up, and rushed out the paper, giving the story as the editor wrote it. An hour afterwards the rival paper came out with a later edition announcing that Merchant's life had been saved!

As will be seen by Reuter's messages published in another column, the death is announced of Baron de Hirsch, probably one of the wealthiest men in Europe and one of the most astute financiers of the age. The late Baron made the greater part of his enormous fortune by obtaining concessions and contracts from the Sultan of Turkey for the construction of the Railway from Constantinople to Belgrade. He was a distinguished Jew, and his benevolence was unbounded. Although one of the controllers of the Viennese Exchange, his operations on all the European Bourses were enormous. He was a keen sportsman and it will be within the recollection of our readers that he distinguished himself in England by handing over all his winnings on the turf (amounting in one year to £35,000) to the various Metropolitan Hospitals. He was a personal friend of H.R.H. the Prince of Wales and was always a member of the inner *coterie* of the Marlborough House set. Baron de Hirsch was the donor of the historical banquet to millionaires at the Savoy Hotel (London), at which fifty of the wealthiest men then in town sat down. It is hardly necessary to further comment on the *menu* and wine card, when it is mentioned that the contract for the "spread" set forth that the paltry sum of 25 guineas must be paid for each cover laid.

IT was disclosed at the trial of the Reform Committee at Pretoria that Colonel Rhodes communicated with Dr. Jameson by means of a cyclist named Colliers, the despatch being carried in the saddle. This is the first time the cycle has been used in actual warfare. Colliers was taken prisoner when returning with the Doctor's letter to the Colonel, and the despatch fell into the hands of the Boers.

AN American scribe in the *Fortnightly* throws a flood of light on Uncle Sam's zeal in the cause of Venezuela. Some time ago the Venezuelan Government made a grant of 15,000,000 acres of land, rich in rosewood, mahogany, gold, and minerals, to certain citizens of the United States. It turns out now that most of this land is situated in the territory claimed by the British. The Venezuelans are chuckling to themselves on the smartness of the manœuvre by which they dragged the Yankees into the quarrel.

THE New South Wales Civil Service Board fixes the office hours at 9 a.m. to 4.30 p.m.; Saturdays, 9 to noon. The Board will, says a Sydney paper, doubtless retrench those custodians of the time-book who receive from £400 to £700 per annum for doing scarcely anything but attend to that function.—But wherefore this snarl? In Hongkong the official "office hours" are from 10 to 4 only, and we have here more officials, cadets, etc., etc., than we know what to do with. They all go to office though—from 10 to 4! At least, all of them who are not on leave and having a high old time in "merde, merrie England."

A SOCIETY has just been formed, says the *Gazette d'Haiphong*, for the exploitation of Rigaud's invention for the total extraction of gold by a new process. Hitherto it has been impossible to obtain more than 80 per cent. from mineral ores, but now, by treating the ore to nascent chlorine by means of an ingenious apparatus, it is possible to extract the gold *in toto*, it being an easy matter to precipitate the precious metal from the chloride thus obtained. The society in question is named the Total Gold Extraction Co. Ld. But why is it English, asks our contemporary. The Straits *Free Press* comments on this as follows:—Buck up, gentlemen, put your hands deep into your pockets. The Total Gold Extraction Co. offers its shares at 60 francs. In a year's time they will be worth a thousand fold their present value!

THE Bill appropriating 17½ per cent. of the revenue as the military contribution was read a second time in the Legislative Council of the Straits Settlements on the 16th April without division, Mr. Huttenbach being the the only speaker who opposed it. Writing before the meeting of Council the *Straits Times* said:—On Thursday it will be the duty of the Legislative Council to take the second reading of a Bill that is to fix, as a matter of local law, the proportion of revenue that the colony has to pay in aid of the cost of its defence. We say in aid of the cost of its defence, because that was how Sir Charles Mitchell and his advisers drafted the Bill that they sent home for the approval of the Secretary of State. Sir Charles Mitchell's Bill says: the said percentage shall be deemed to be a fixed contribution payable by the colony "in full return for its defence," excluding any capital expenditure required for lands and buildings, as well as the charges . . . for lodgings. The Bill, as amended by the Secretary of State—the bill which has to be considered on Thursday—adopts a different wording, inasmuch as it says, "in full return for the annual cost of the Imperial garrison," with certain other conditions. It is to be observed that Sir Charles Mitchell's Bill would have made it inconvenient for the Home Government to ask the colony to contribute any further sums, as, for instance, in aid of the naval votes, whereas the Secretary of State's Bill obviously leaves it open for the Home Government to say, "Yes, you are paying in aid of the Imperial Garrison, and now we want you to pay something in aid of the Imperial Navy."

DEAR *H.K.T.*,—Your very able article in a recent issue of the *Telegraph* on "Poor old England" really leaves but little to be said on the sayings of *L'Avenir du Tonkin*, but still one cannot but feel satisfied that most of the Anglophobic assertions and suggestions, observable in almost every French newspaper, are prompted by mere jealousy. The Parisian press just now is exulting in the isolation of Great Britain, yet if the truth be known the political position of France to-day is equally isolated, excepting, of course, her understanding with the Government of the Tsar, and even that, it is easy to believe, is merely *un mariage de convenance*, and probably the officials of the *Quai D'Orsay* well appreciate that fact. What has France accomplished since '71? Nothing. But by intrigue she has continually done her utmost to disturb the peace of Europe. Her traditional fickleness is exemplified in the fact that she has had no less than twenty-seven changes of Government since the Franco-German War. And what progress in colonisation has she made? Well, of Cochin China and Tonkin the less said the better, as even the people of Saigon whisingly acknowledge that the Chinese are rapidly monopolising the trade of that port. As far as New Caledonia is concerned it is impossible to say more than that it is a penal colony which promises to provide the Australian continent with a first-class stamp of criminal at a low figure. Of course Madagascar remains, but as a French Colony she is only in her infancy and in all likelihood it will not get beyond the usual stage, *i.e.* a hotbed of officialdom. Her conduct in Siam speaks for itself, and her action in still clinging on to Chantaboon clearly demonstrates her political inconsistency, especially when viewed with regard to her policy on the Anglo-Egyptian question. Surely, "People who live in glass houses," etc., etc. can be applied to our hysterical neighbours.

Yours truly,
ROBERT.

Hongkong, 23rd April, 1896.

## THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. J. M. Atkinson (Colonial Surgeon), Mr. H. B. Lethbridge (Acting Captain Superintendent of Police), Dr. F. W. Clark (Medical Officer of Health), Mr. N. J. Ede and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

PLAGUE RAGING IN CANTON.

The following letter, which speaks for itself, was laid on the table:—

H. B. M. Consulate,
Canton, 20th April.

Sir,—Referring to previous correspondence, I have the honour to report that the bubonic plague rages even more virulently now than at date of last report throughout the city and suburbs of Canton.

An out-patient hospital has been opened at the Temple of Longevity, and preparations have been made to receive plague patients sent up by the Tung Wa Hospital on board four boats moored below the southern barrier.

The native press remarks on the strong objection raised among the Chinese to what they think the inquisitorial proceedings of the Sanitary officers of Hongkong, many men in consequence sending their families out of the colony, and on their deep-rooted prejudice against being treated by European doctors.

I have, etc.,
(Signed) E. H. FRASER,
Acting Consul.

To the Hon. Colonial Secretary.

The letter was noted. The President, in answer to Mr. Ede, stated that so far no persons suffering from plague had been sent to Canton.

CATTLE TRADE REGULATIONS.

The President proposed that the bye-law governing the landing of cattle be amended in accordance with the minute of the Medical Officer of Health attached to the correspondence between the Board and Mr. Kennedy. This was agreed to. There was no discussion on the correspondence, the whole of which will be found in another column.

MORTALITY RETURNS.

The mortality returns for the week ending 11th April were laid on the table. The percentage of deaths was 28.6 as against 25.9 the previous week and 8.5 the corresponding week last year. The number of deaths from plague was 61.

COMPENSATION FOR DAMAGE CAUSED BY PLAGUE PRECAUTIONS.

A petition from a brothel keeper claiming $30 for alleged new boards forming nine rooms, which were burned by order of the Sanitary Authorities, was read. The Registrar General's Inspector reported that this wood was nearly new, while the Sanitary Inspector reported it filthy and unfit for use. The Medical Officer of Health reported that while he could not say as to the particular house, he saw all the wood from the neighbourhood that was burned, and it was all filthy.

After some slight discussion it was resolved to inform the Registrar-General that the subject of compensation could not be entertained in this case, as there was no evidence to justify the claim.

MORE COMPENSATION CLAIMED.

A petition was read from a butcher, claiming $25 for a bullock of his left in the Yaumati cattle sheds and killed by some one. The Secretary reported that while the owners must feed and attend to the cattle in the sheds they are not allowed to remain there at night. This bullock was found dead one morning on opening the sheds, and from what he could learn it appeared to have been done maliciously—probably out of revenge over a quarrel.

On the motion of the President the matter was referred to the Colonial Secretary, as the Board was not at all clear as to its liability.

ADJOURNMENT.

The Board then adjourned for a fortnight.

## McCALLUM v. KENNEDY.

REPORTS, "CHITS" AND MINUTES EXTRAORDINARY.

The following is the correspondence referred to in our report of the proceedings of the meeting of the Sanitary Board to-day, relating to the obstacles placed in Mr. J. Kennedy's way in importing dairy cattle from Australia.

To the President:—In prosecuting Mr. Kennedy for selling adulterated milk it came out in the evidence for the defence that Mr. Kennedy had during the month of March imported some seventeen head of cattle and landed them at or near the Mica Works on the Shaukiwan Road. As a matter of office routine I asked Mr. Fisher if he had inspected these animals on their being imported. He answered that he had no knowledge of any such animals being landed. I referred him to the report of the proceedings in Courts which appeared in the *Daily Press* and told him it was his duty to report the breach of the law *re* the importation of cattle at once. I attach his report and also the draft of a letter to Mr. Kennedy asking him if he has any explanation to offer for his contravention of bye-law No. 1 of the Cattle Disease bye-laws made under Ordinance 17 of 1887.

(Signed) H. McCALLUM,
Sanitary Board Office,
4th April, 1896.

Sir,—I beg to submit the following for your information. On the 3rd instant I noticed in the papers the evidence given by a witness in the Police Court that six cows were landed at the Mica Works on the 11th of March last, and ten more animals landed at the same place some time before, belonging to Mr. J. Kennedy, a diary keeper. I did not receive notice about these animals being landed, which is a distinct breach of No. 1 bye-law made under sub-section 1 of Section 2 of Ordinance 17 of 1887. I can hardly believe that this breach of the bye-law has been committed in ignorance and therefore recommend a prosecution.

I have, etc.,
(Signed) W. FISHER,
Inspector, for Colonial Veterinary Surgeon.

To the Secretary, Sanitary Board.

Sanitary Board Room,
6th April, 1896.

Sir,—I have to direct your attention to that part of the evidence recently given by your witnesses in the Police Magistracy wherein it is clearly stated that during the month of March, or February and March, some seventeen head of cattle were imported by you and landed at or near the Mica Works on the Shaukiwan Road. The landing of imported animals at this place is a clear breach of bye-law No. 1, schedule A of the bye-laws made under Ordinance 17 of 1887, and I have to enquire if you have any explanation to offer for deliberately contravening the bye-laws in question? I enclose herewith for your information a copy of the bye-laws in question.

I have, etc.,
(Signed) H. McCALLUM,
Secretary, Sanitary Board.

To Mr. J. Kennedy.

Horse Repository,
Hongkong, 6th April, 1896.

Sir,—In reply to your letter of this date in reference to the landing of cattle at the Mica Works pier, I have the honour to bring to your notice for the information of the Sanitary Board the extreme and altogether needless inconvenience imposed upon me by the requirements of Bye-law No. 1, referred to in your letter (1) With special reference to the cattle in question, I have no hesitation in declaring my conviction that the landing of these cattle at the wharf and Godown Company's Pier would have been an *absolute* impossibility. (2) They were several of them in a very wild state, requiring very repressive measures indeed to obtain adequate control of them; one had to be tied head and foot, and carried; another had to be bound and dragged after a four-wheeled wagon before she would walk (3) To land such cows as these on a crowded wharf from which these semi-wild cattle would have had to be driven through crowded streets would have been, in my opinion, an act of criminal madness. Whatever advantage it is intended to secure, or whatever measure of protection bye-law No. 1 is hoped to secure, these advantages and an equal degree of protection could, I submit, be gained by extending the bye-law so as to include the Mica Works pier, and the pier at Causeway Bay behind my premises, and I therefore respectfully solicit the favourable consideration of the Board to that extension of the Bye-law in question. (4) I would further point out that I have acquired my premises at Causeway Bay since these bye-laws were made in 1887, when the necessity of a pier at which cattle could be landed east of the Godown Co.'s. pier, was not so greatly felt as it now is, and in view of the positive danger to the public which almost certainly would result were cows in a similar condition to those I have alluded to landed on a thronged wharf and exposed to the noise and shouting of hundreds of excited Chinese. I trust the Board may concur in the desirability of having another pier included in the bye-law as well adopted in every way both for landing cattle and for segregating purposes as that at the Mica Works.

I have, etc.,
J. KENNEDY,

To the Secretary, Sanitary Board.

Mr. Kennedy's letter was minuted by the Secretary, on the margin, before being submitted, as follows:—(1) Every law breaker would no doubt express himself to this effect. (2) Absurd. (3) Cruelty to animals. (4) This is reasonable, but I would not alter the bye-law. I would give special permission in each case.

In submitting the correspondence to the President the Secretary wrote:—Submitted. Mr. Kennedy expresses no regret at having broken the law. On the contrary, he rails at the law for not being convenient to him. However, as the tone of the letter is, to my mind, entirely due to ignorance, I do not think it is worth while prosecuting the man. However, I do recommend that he be informed that should he again import any animals and land them at any unauthorised place without permission, or fail to report such landing and thus allow of the necessary inspection being made, a prosecution will be instituted and the full penalty pressed for.

This correspondence was minuted as follows by the members of the Board during circulation:—

Mr. Ede:—I concur in the suggestion made by the Secretary, and as to amending the bye-law as suggested by the Medical Officer of Health. A draft amendment might be made for consideration.

The Medical Officer of Health:—The bye-law in question appears to contain no provision for compulsory reporting of each importation of cattle or sheep, although bye-law 3 implies that this was the real intention. This is the most important point, and not the locality of the landing stage. I see no objection to the addition of the following words to the bye-law "or such other place as the Board may from time to time decide" to follow the word "Yaumati." The Board should moreover further amend the byelaw by the addition of the following words "and not less than 24 hours' notice of intention to land any such cattle or sheep must be given in writing by the owner or consignee to the Secretary of the Board."

## THE COMMERCIAL AFFAIRS OF TONKIN AND SOUTH CHINA.

The recent reports of the Commissioners of Customs on the trade of Lungchow and Mengtze furnish some very significant facts in reference to the commerce of South-western China, to gain control of which the French have been making such strenuous efforts during the last few years. A fairly accurate idea of the comparative amount of goods passing any Custom House may be obtained from the return of duties collected. Taking for examp'e the returns of trade for the quarter ending 30th September last, we find in Lungchow the duty amounted to H.K. Tls. 620.071, in the corresponding quarter of 1893 to H.K. Tls. 302.069, and in 1894 to H.K. Tls. 1,533.085. These figures do not show signs of the "vast market" opened up that was so confidently expected by our Gallic friends in Tonkin Again in Mengtze we find the total collection during the third quarter of 1895 to have been H.K. Tls. 13,232.041 as against H.K. Tls. 12,302.616 during the same quarter of 1894 and H.K. Tls. 14,783.109 in 1893. Here, indeed, the trade would appear to be holding its own, but no more. Turning again to Lungchow, we find only 121 reports to the Customs, as against 139 for the previous years. Of Imports we find that only dye-stuffs and hard-wood poles show any increase, while not an item of European manufacture appears on the list. Turning to exports and re-exports we find an increase in nearly all the lesser native sundries with the exception of the most important, *viz.*, ground-nut oil and sugar, both of which have fallen off greatly. On the other hand we find large quantities of foreign sundries, such as kerosine, condensed milk and matches, are being exported, which goes far to show that these articles can be carried to the markets in that district cheaper by some other route than *viâ* the French possessions. The entire trade is of a most paltry character, not one third of the items going into hundreds of taels. Mengtze, however, shows a more encouraging return. Foreign cotton goods are steadily gaining ground, American kerosine is finding favour there, and Japanese matches are, despite the war, being imported in steadily increasing numbers. But native sundries, on the contrary, seem to find the route more expensive than the old way, and, as a consequence, a decreased amount passed the Customs. Native sundries, in such quantities as show that they are only to supply the adjacent Shan States, have slightly increased, while of Yunnan opium nearly 100 piculs found its way across the frontier. But the entire trade of the two places is much less than that which passes any of the small Customs stations near Hongkong.

The two treaty ports under notice were opened—in deference to the wishes of the French in order that their colonies might tap the rich provinces to which they give access. And yet, after six or seven years, only very meagre results have been obtained. On the other hand, the enormous trade with the same provinces by way of the West River, despite unrestricted *likin* levies, is well known. Were Wuchow, at the head of navigation of this river, thrown open to foreign trade—whether British or French—there can be no doubt that five years hence the result would amply prove the failure of the many attempts made to develop the districts mentioned by the overland routes. Under the present conditions of trade in China—and despite all the hopeful forecasts lately indulged in, these conditions are not going to change for the better in far-distant regions for many years to come—water-routes are the only *practicable* roads into these provinces. In view of the failure of the French at Lungchow and Mengtze, and the large trade already done by way of the West River, hampered as it is, it is to be most sincerely hoped that the demand, which we are told by recent mail advices from home has been made by the Imperial government for the opening up of the river will be insisted upon. No other route in China will so effectively tap the prosperous provinces of Kwangsi and Yunnan. Given the right of steamers to navigate the West River to Wuchowfu, and the benefits of the *likin* commutation clause in the Chefoo Convention, which the provincial authorities must be forced to respect, and the trade with China will be given an impulse such as it has not received since the opening of the Yangtse. And unless our French neighbours wish to be classed with the proverbial "dog-in-the-manger" they must now agree to this being done. After years of trial they have proved themselves unable to eat the hay. Why, therefore, prevent others from doing so, more especially as they are fully aware that by the new order of things they will have as good a chance as their English competitors?

Turning for a moment to the report of trade at Yatung (Thibet), opened after years of negotiations by the Indian Government, we find that in the second year trade had greatly fallen off Imports have decreased in nearly every item: 178,000 yards of cotton goods were imported in 1894; only 58,000 in 1895. This is the largest item in the trade. All other articles are dealt with in very small quantities, but the decrease is in proportion. In exports the same thing is seen: wool, which is one of the principal productions of that elevated plateau, fell off from 2,764 piculs in 1894 to 1,634 in 1895. Musk, of which 420 *talas* (less than 12 catties) was exported during the former year, was only passed to the extent of 57 *talas* during the latter. This gives another example of the fallacy of striving to force trade through purely "theoretical" overland routes, and is another argument in favour of the extension of trade in South-west China by utilising its splendid waterways, and not by means of the artificial routes, which it is not unreasonably assumed are being established, with political rather than purely commercial ends in view. If the French must extend their railways into South-west China why should they not be of a different guage to those military high roads which have been built at such enormous cost in the practically bankrupt colony of Indo-China, a topsy-turvy nest of pirates, brigands, and needy adventurers which is fast becoming the laughingstock of its neighbours—even the Siamese!

## THE SITUATION IN SOUTH AFRICA.

A CAPE MINISTER'S VIEWS.

The following extract from a private letter addressed by Sir James Sivewright, the Commissioner of Public Works at the Cape, to a correspondent in England, shows, says the London *Observer*, how the political situation in South Africa is regarded by one who is considered the strongest member of the Cape Ministry:—

"I have gone back into a Cape Government much against my will. I hung out as long as I could, and it was only when Upington said he would come off the bench if I would join Sprigg that I consented. After the statement by the latter the only alternative to my persisting in my refusal would be for the government of the country to be handed over to a combination which neither on public nor private grounds could I tolerate; and, finally, when my friend Hofmeyr said that he would regard my taking office in such a crisis in the light of 'an act of patriotic duty' I gave way. The key of the situation was, of course the Republics, and thither I went at once. I spent a day at Bloemfontein and a week in Pretoria. My mission, under the circumstances, was considered a hopeless one; but I succeeded better than I could have anticipated, and I am vain enough to consider myself the best critic of my own work. The business from the commencement so far has been deplorable on every ground. Racial feeling has been evoked more strongly than was ever the case during the War of Independence, and distrust of Englishmen is greater to-day, than at any time since I first landed in South Africa. You cannot blame them. Had we been in their shoes we would have been as bitter—probably a great deal more so. It is sad and sickening to read the reports in the English papers of 'Jameson's heroism' and the 'bravery' of those who were in league with him. Of course, we firmly believe that all will come right in the long run, for there is no community whom I would trust more than the English public when once they realise the real facts of any situation; but, meanwhile, incalculable mischief is being done, and the work before us here who have again taken an oar in the boat of State is rendered immeasurably harder than it otherwise would have been. I am endeavouring to preserve as far as possible an open mind, although I am bound to say that the moment I read the telegram telling me of Jameson's having crossed the border the scales fell from my eyes, and I saw the whole position as clearly as ever I shall see it when Royal Commissions and everyone else have completed their labours and sifted all the evidence they are likely to obtain. I don't like to write about the Chartered Company, considering the relations which at one time existed between Rhodes and myself; but if the charter is to be maintained there is heavy weather ahead of the South African colonies. The Republics will trust the English Government more than any other Government existing, but they will never again enter into friendly relations either with England or with any of the English colonies so long as government by charter on their border exists. Chamberlain's action was simply beyond praise up to the time when he enunciated that scheme of local government for Johannesburg. It was, of course, impossible, and how a shrewd man of business could have committed it to paper puzzles me. I should be curious to know who was at his elbow and advised so insane a proposition. But he recovered his ground very quickly by the manly speech he made, and he knocked the wind out of the sails of the intriguers in Pretoria by his candid confession that no attempt would ever be made to force it on the Transvaal Government, and that he would be glad to hear counter-proposals from President Kruger. We are all in great hopes that Kruger will go to England. The meeting between him and Chamberlain would be interesting indeed, and with moderate men forming a bridge between the two, trusted possibly by both, a solution of what looks like an insoluble problem at the moment, is, in my opinion, more than possible, and a permanent settlement of South Africa for our day and generation, leading to the happiest results both for this country and the Empire, would be assured. This, so far, has been my policy, and up to the moment I have secured the support of everyone whose opinion I value. I have told Kruger my British views quite as frankly as a should tell Chamberlain my Afrikander ideas. My action has been supported by men of the latter class in its entirety, and we are all banded together against the foreign intriguers who would attempt to make chaos in South Africa. *Pax Britannica* is, as you very rightly observe, the only thing that can last, and I think we can re-establish it. (Signed) J. Sivewright."

"Capetown, February 24th 1896."

## SINGAPORE INSURANCE LIQUIDATION.

[*Straits Times*, April 16th.]

From a letter that appears in another column it will be seen that, unless the liquidators of the Singapore Insurance Company proceed to close the liquidation pretty quickly, they may lie under a disagreeable criticism. We think our correspondent's statement—that the liquidation has now no liabilities whatsoever, save to the liquidators and to the shareholders—is based on sound information. The liquidation has already been too long drawn out. The Company went into liquidation on November 25th, 1892, and the interval that has elapsed compares very unfavourably with the speedy and profitable manner in which the Straits Marine Insurance Company's liquidation was handled. Between fifty and sixty thousand dollars is a very large sum to be withheld from shareholders who are entitled to it; and it would be advisable that Messrs. Fraser, Craig, and Joaquim should call the shareholders together at once and explain what they have been doing, and why they delay the payment of the sums that they hold. The amount to be divided, we may add, will be something more than a dollar and a half per share, which with sums previously distributed will make a total dividend of fully $18 per $20 share.

THE LETTER.

To the Editor of the STRAITS TIMES.

Sir,—I am told that the liquidators of the Singapore Insurance Company have at present between $50,000 and $60,000 lying with their bankers in Singapore, and that there are now no claims of any kind against the liquidation (except the liquidation costs), and that nothing has to be done except to divide that money among the shareholders. I am myself a considerable shareholder, and I object to the liquidators keeping in their hands money which belongs to myself and others, especially as they are doing so to their own profit and our loss. The terms of their remuneration are that they should receive five per cent. commission on all sums above a certain amount—which has long ago been reached—and, therefore, the longer they keep this money—which is not their money—lying at interest in their possession, the more they are increasing their remuneration. If that goes on much longer it might create a charge that they are conducting the liquidation negligently in the interests of the shareholders, and are unduly retaining the shareholders' money to their own profit. The liquidators are Messrs Fraser, Craig, and Joaquim, and if they desire to avoid an accusation of that kind they had better produce their balance sheet and divide the shareholders' money quickly.

I am &c.,
E. NATHAN.

Singapore, 16th April.

## THE VENEZUELA DIFFICULTY.

The *Times* weekly edition issued on the 13th ultimo contains lengthy extracts from the Venezuela Blue Book which was laid on the table in the House of Commons on the 6th March, and concludes its extracts from the official reports with the following interesting summary, which repeats the propositions that have been established in the Blue Book:—

1. Long prior to, and at the date of the Treaty of Münster (1648), the Dutch had founded settlements in various parts of the territory of British Guiana, particularly upon the coast.

2. The only settlement established by Spain prior to that date was the post of San Thomé de Guayana.

3. During the whole period, between 1648 and 1796, the Dutch were in uninterrupted possession of the entire coast line from the Corentin to Barima.

4. During the same period they had explored the upper portions of nearly all the rivers, and to a considerable extent made settlements in the adjacent districts.

5. Prior to 1723 there was no settlement by the Spaniards in the territory in question except San Thomé de la Guayana, originally situated about the spot indicated on sketch map A, and twice subsequently removed further up the river to the points indicated upon the same map.

6. Between 1724 and 1796 the Capuchin Missions were established south of the Orinoco, and gradually extended eastwards toward the Dutch territory, the furthest point occupied by the Spaniards being the village of Tumaremo, founded about 1788.

7. Before 1796 Dutch settlements had existed far up the Cuyuni, a Dutch post was established near the river Yuruari, about the spot marked upon the map, and the Dutch had full control of the whole basin of the Cuyuni.

8. With the exception of the settlement of San Thomé de la Guayana and missions, the Spaniards had exercised no authority or dominion whatever over the territory now in dispute.

9. Great Britain on becoming possessor of the colony succeeded to all the rights of the Dutch.

10. After 1796 Great Britain extended her settlements and exercised over the territory originally claimed by the Dutch all those rights by which nations usually indicate their claim to territorial possession.

11. Neither Spain nor Venezuela, after her Declaration of Independence, had at any time either possession of or dominion over the territory in question.

12. Great Britain, while maintaining her just rights, has consistently shown her desire to make a fair arrangement with Venezuela as to the boundary.

13. The claim of Venezuela that her territory extends to the River Essequibo has been based upon contentions which are in no way supported by the facts, and cannot be justified upon any reasonable ground.

The foregoing statement and the authorities contained in the documents annexed to it establish that, if the matter be treated as one of strict right, Great Britain, as the successor of the Dutch, is entitled to the territory extending to Barima, including the waterheds of all the rivers of Guiana south of the Orinoco which flow into the Atlantic.

## COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, April 23rd.

In their *Freight Circular* issued to-day Messrs Lamke and Rogge write:—

The general position of our freight market has changed but little since issue of last circular.

STEAM-FREIGHTS:—With regard to business from Saigon to this port, the tendency, when writing last, was towards a lower level of rates, and this has since been accelerated by the shrinkage in fresh business principally in consequence of a material advance in grain prices at Saigon caused by contracts of rice for export to Europe and also to the Philippines. The lowest rate paid locally was 10½ cents per picul, but during the last few days business has been completely suspended and even small steamers are not wanted at the moment. A couple of large carriers, having to work their way back to the North, were placed with shippers at Saigon at 10 cents and 9¾ cents per picul respectively, but this was only in the fortnight. As to future prospects, we cannot help being apprehensive of a dull period and a low range of freights for some little while to come.

From Saigon to Iloilo, two fresh charters have transpired at 21 cents and 20 cents per picul respectively, and we are looking for more business in this direction. There have also been enquiries from Saigon to Tamsui at 25 cents per picul and to Amoy at 18 cents per picul, but the demand not having been filled locally, with one exception, we are as yet unable to say whether any chartering has come to pass.

From Bangkok to this port, a small sized boat has accepted as low as 13½/16½ cents per picul, and the chances for a speedy improvement are rather remote.

In spite of this retrograde movement in Southern rates, coal freights from Japan are well maintained, a number of settlements being again on record at the average of $1.50 per ton Moji to this. For Singapore, a steamer could be placed at $2.25 per ton, and a fair rate is offering for a small cargo to Foochow.

From Newchwang to Canton, there have been no fresh transactions, but it is to be hoped that the large volume of produce at Newchwang and lower prices (according to recent advices) will ere long lead to a resumption of shipping on a large scale and restore rates to something like paying figures for steamers. Closing quotations are 21½ cents Newchwang to Canton; 24 cents Newchwang to Swatow, and 20 cents per picul Newchwang to Amoy.

There are five fresh charters reported, monthly terms, all for local account, and in face of present dulness, the figures, though lower than heretofore, may still be considered fair ones.

SAIL-FREIGHTS:—There is no change to report under this head and no further charters have been effected for New York. The opening of the Northern ports has in no way affected the market and what little cargo is coming forward from Tientsin is being shipped by steam and it is quite possible that this state of affairs will continue until the coming autumn. Shippers quote 14/- per ton for New York as the probable rate for July, August, or September loading and assert that tonnage is offered freely at only slightly above that rate. Prospects are anything but bright for the large amount of tonnage bound East.

For San Francisco, the *Coloma* has sailed, and the *Formosa* has arrived and taken her place. The *Colorado* has accepted a charter to load coal at Kebao for, Frisco at about $3 gold per ton.

For Honolulu, the *Velocity* has accepted her old rate again; she is now the only sailing vessel remaining in this trade, there being no room for others.

COASTWISE:—A charter is reported, Rajang to this, and more timber-ships are wanted. The rate is $6 per ton reg., Singapore to this.

The British barque *Sebastian Bach* returns to Singapore under charter effected there.

## SHIPPING AND MAIL NEWS.

MAILS DUE:

American *(Peru)* to-morrow.
French *(Natal)* 26th inst.
American *(Coptic)* 2nd prox.
Canadian *(Empress of Japan)* 12th prox.
American *(City of Rio de Janeiro)* 14th prox.
Tacoma *(Strathleven)* 15th prox.

* * *

THE O. & O. S. S. Co.'s steamer *Coptic*, with mails, etc., from San Francisco to the 8th inst., has arrived at Yokohama, and will leave for this port, *viâ* Nagasaki, to-morrow morning.

* * *

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Natal*, with the next French mail, left Saigon for this port at 7 a.m. to-day. She is due here early on Sunday, the 26th instant. This vessel brings replies to letters despatched from Hongkong on the 19th February.

* * *

SHIPPING RETURNS.

*From 6 p.m. yesterday to 6 p.m. to-day.*

ARRIVALS.

| | | | |
|---|---|---|---|
| *Deuteros* | steamer, | from | Saigon. |
| *Foochow* | " | " | Canton. |
| *Dorts* | " | " | Canton. |
| *Amarapoora* | " | " | Singapore. |

Aggregating 9,860 tons register.

DEPARTURES.

| | | | |
|---|---|---|---|
| *Sharpino* | steamer, | for | Port Wallut. |
| *Alderley* | " | " | Bangkok. |
| *Sutsuma Maru* | " | " | Saigon. |
| *Amigo* | " | " | Shanghai. |
| *Namoa* | " | " | Coast Ports. |
| *Verona* | " | " | Japan. |
| *Anfer Head* | " | " | Swatow. |
| *Peshawur* | " | " | Europe. |
| *Pelyang* | " | " | Canton. |
| *Kwongsang* | " | " | Canton. |
| *Toonan* | " | " | Canton. |
| *Holstein* | " | " | Saigon. |
| *Immortalité* | cruiser | " | Taiwan. |

Aggregating 18,771 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

| | | | |
|---|---|---|---|
| *Independent* | in | Kowloon | Dock. |
| *Centurion* (H.M.S.) | " | " | " |
| *Archer* (H.M.S.) | " | " | 6 |
| *Wivern* (H.M.S.) | " | " | " |
| *Taichow* | " | " | " |
| *Esmeralda* | " | " | " |
| *Anamor* | " | " | " |
| *Shuld* | " | " | " |
| *Sungkiang* | " | " | " |
| *Swatow* | " | " | " |
| *Chelydra* | " | " | " |
| *Ess* | " | Cosmopolitan | " |
| *Ocampo* | " | Aberdeen | " |

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children, it is a marvellous food and medicine. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

## Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [37

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.
JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS
*Also*
GENERAL IMPORT & EXPORT.
10, *QUEEN'S ROAD CENTRAL*,
Opposite the Telegraph Office. 42]

## Intimations.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [38

AMERICAN SYSTEM
OF
DENTISTRY
AT
62, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NOBLE.)
Hongkong, 5th March, 1896. [35

SIEN TING,
SURGEON DENTIST,
*No. 10, D'AGUILAR STREET.*
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1895. [46

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1895. [10

## Hotels.

WINDSOR HOTEL,
*HONGKONG.*
THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [25

THOMAS' GRILL ROOMS,
*No. 2, QUEEN'S ROAD CENTRAL.*
THE most Liberal and Choicest *menu* in the FAR EAST.
BREAKFAST, TIFFIN AND DINNER
by Monthly contract.
Tenders for BANQUETS and BALL SUPPERS on application.
PICNIC and SHOOTING PARTIES
Supplied on the shortest notice—A Speciality.
For further Particulars,
Address:—
THE MANAGER.
Hongkong, 17th January, 1896. [26

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.
SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

| | |
|---|---|
| One person, per day | $ 4.00 |
| One person, per month | $75 to 90.00 |
| Married couple (occupying one room) per day | 7.00 |
| Married couple (occupying one room) per month | 150.00 |
| Married couple (occupying two rooms) per month | 170.00 |
| Extra Bed Room, per month | $40 to 50.00 |

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 2nd April, 1896. [27

VICTORIA HOTEL,
*CANTON.*
(LATE SHAMEEN HOTEL, CANTON.)
MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMEEN HOTEL, they have Refurnished the whole Establishment, had it vastly improved in every department, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.
For further Particulars, apply to the
MANAGER
OF
NEW VICTORIA HOTEL,
Hongkong.
Hongkong, 10th December, 1895. [307

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE,
*Four and a half hours from Yokohama.*
FIRST-CLASS ACCOMMODATION.
*NATURAL HOT SPRINGS.*
THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
S. N. YAMAGUCHI,
Proprietor.
22]

*MACAO.* THE *MACAO.*
BOA VISTA HOTEL.
SANITARIUM OF SOUTH CHINA.
*SPECIAL ATTENTION TO FAMILIES*
VISITING MACAO FOR CHANGE OF AIR.
FIRST-CLASS ACCOMMODATION.
*EXCELLENT TABLE.*
For terms, &c., apply to
THE MANAGER.
Telegraphic Address:—"BOAVISTA," Macao.
Macao, 31st December, 1895. [1118

# Notice of Firms.

GEORGE FENWICK AND COMPANY, LIMITED.

NOTICE is hereby given that during my Temporary Absence from the Colony, Mr. WILLIAM G. WINTERBURN has been appointed ACTING GENERAL MANAGER of the above FIRM.

By Order,
GEO. FENWICK,
General Manager.

Hongkong, 8th April, 1896. [637

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have This Day PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,
No. 44, Praya Central.
AH YON,
Managing Partner.

Hongkong, 18th February, 1896. [399

# To be Let.

TO LET.

DWELLING HOUSES:—
HOUSES in RIPON TERRACE.
No. 4, KNUTSFORD TERRACE—KOWLOON.
FIRST FLOOR, No. 4, BLUE BUILDINGS.
No. 4, CAMERON VILLAS—THE PEAK—For 6 months—Furnished.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 23rd April, 1896 [17

TO LET.

(WITH POSSESSION FROM 1ST JUNE.)

NO. 3, CASTLE ROAD.

Apply to
SPANISH PROCURATION.

Hongkong, 20th April, 1896. [997

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR FURNISHED BED-ROOMS at KOWLOON HOTEL.
THREE GODOWNS, PRAYA EAST, Nos. 90A, 117 and 118A, and TWO GODOWNS under the OLD VICTORIA HOTEL BUILDINGS, PRAYA CENTRAL.

Apply to
NEW VICTORIA HOTEL.

Hongkong, 13th April, 1896. [429

TO LET.

LARGE GODOWN on KOWLOON PRAYA, suitable for the storage of GENERAL CARGO or COAL.

Apply to
LINSTEAD & DAVIS.

Hongkong, 4th April, 1896. [616

# Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"

Captain R. Nelson, will be despatched TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd April 1896. [665

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

THE Company's Steamship

"PINGSUEY,"

D. Davies, Commander, will be despatched as above on or about the 25th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 21st April, 1896. [608

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"CENTAUR,"

Captain Williams, will be despatched on TUESDAY, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th April, 1896. [707

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 17th April, 1896. [251

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
*(Subject to Alterations.)*

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

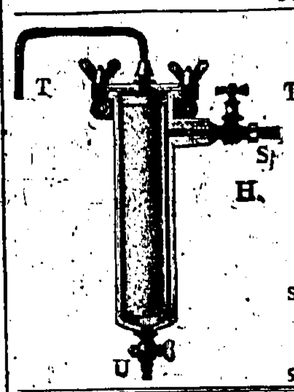
FROM HONGKONG.

| | | |
|---|---|---|
| S.S. *Cassius*..... | To JAVA..... | April. |
| S.S. *Federation* ... | To JAVA..... | May. |
| S.S. *Germania*..... | To JAVA..... | June. |
| S.S. *Federation* ... | To JAPAN ... | April. |
| S.S. *Germania*..... | To JAPAN ... | May. |
| S.S. *Cassius*..... | To JAPAN ... | June. |

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 30th March, 1896. [393

# Intimations.




ENJOY IMMUNITY
from much Sickness and Suffering by having all your Drinking and Cooking Water Filtered through
THE
BERKEFELD
FILTER

AND GERM PROOF FILTERING FILMS.

Write for Opinions of the Press, Medical Experts and Patrons.

SIMPLE, EFFICIENT, RAPID AND EASILY CLEANED.

WATKINS & CO.,
*SOLE AGENTS,*
52] APOTHECARIES' HALL, 66, Queen's Road Central.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

:o:

DR. KNORR'S LION BRAND
"ANTIPYRINE,"
(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S
"MIGRAININE,"
(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

*BEWARE OF SPURIOUS IMITATIONS!* [84

# Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"HANGCHOW,"

Captain Bennett, will be despatched TO-MORROW, the 24th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd April, 1896. [705

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

Captain Williams, will be despatched TO-MORROW, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th April, 1896. [657

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on MONDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th April, 1896. [706

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on THURSDAY, the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st April, 1896. [656

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th April, 1896 [687

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PALAMED,"

Captain Williams, will be despatched as above on SATURDAY, the 2nd May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st April, 1896. [710

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

R. Jones, Commander, will be despatched on MONDAY, the 4th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th April, 1896. [688

# Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"DARIUS,"

Captain Curry, will be despatched for the above Ports on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 20th April, 1896. [704

"MOGUL" LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

THE Steamship

"SIKH,"

Captain Rowley, will be despatched for the above Ports on MONDAY, the 27th instant, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th April, 1896. [692

FOR CHEFOO AND TIENTSIN.

THE Steamer

"SKULD,"

Captain Rafen, will be despatched for the above Ports on MONDAY, the 27th instant, at 5 P.M.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 22nd April, 1896. [691

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on TUESDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd April, 1896. [711

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain Jones, will be despatched as above on or about FRIDAY the 1st May.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th April, 1896. [670

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG,

THE Company's Steamship

"COWRIE,"

Captain Parson, will be despatched as above on or about TUESDAY, the 5th May.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 20th April, 1896. [681

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 18th February, 1896. [356

FOR NEW YORK.

THE "100 A1 American Iron Ship

"T. F. OAKES,"

E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 27th February, 1896. [413

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"TAM O'SHANTER,"

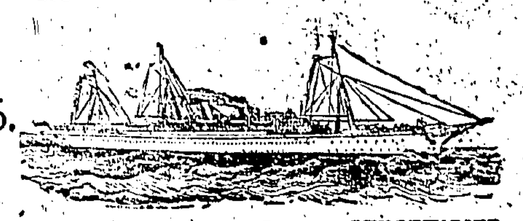
Peabody, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 16th March, 1896 [524

# Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

*SAFETY. SPEED. PUNCTUALITY.*

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

*EMPRESS OF INDIA*...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th April.
*EMPRESS OF JAPAN*...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.
*EMPRESS OF CHINA*...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
*Pedder's Street.*

Hongkong, 8th April, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|---|---|---|
| *Belgic* (via Amoy, Nagasaki, Kobe, Inland Sea & Yokohama)... | Saturday, | 25th April, at Noon. |
| *Coptic* (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... | Wednesday, | 13th May, at Noon. |
| *Gaelic* (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... | Saturday, | 30th May, at Noon. |

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*en vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April 1896. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES FLUID THE BEST DISINFECTANT DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1896. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|---|
| *Peru* (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... | Sunday, 3rd May, at Daylight. |
| *City of Rio de Janeiro* (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... | Thursday, 21st May, at Noon. |
| *City of Peking* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... | Sunday, 7th June, at Daylight. |

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 3rd May, 1896, at Daylight, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th April, 1896. [1

F. BLACKHEAD & CO.,
*SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,*
PRAYA CENTRAL, HONGKONG,
*SOAP MANUFACTURERS.*

*SOLE AGENTS FOR*
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

*EVERY KIND OF*
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
*REASONABLE PRICES.*

Hongkong, 16th July, 1895. [40

# Mails.

NORDDEUTSCHER LLOYD.

NOTICE:

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

*N.B.*—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| | | |
|---|---|---|
| *Sachsen*..... | Tuesday ... | 28th April. |
| *Karlsruhe*..... | Tuesday ... | 26th May. |
| *Prinz Heinrich* ... | Tuesday ... | 23rd June. |
| *Preussen* ..... | Tuesday ... | 21st July. |
| *Sachsen*..... | Tuesday ... | 18th August. |
| *Karlsruhe*..... | Tuesday ... | 15th Sept. |
| *Prinz Heinrich* ... | Tuesday ... | 13th Oct. |
| *Preussen* ..... | Tuesday ... | 10th Nov. |

ON TUESDAY, the 28th day of April, 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 27th April, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 27th April. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 4th April, 1896. [600

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

*VIA* INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

*Special rates allowed to members of Government Services.*

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| | | | |
|---|---|---|---|
| *Victoria* ..... | 2,167 | Friday..... | May 1. |
| *Olympia* ..... | 2,628 | Monday ... | May 18. |
| *Strathleven* ... | 2,439 | Friday..... | June 5. |
| *Tacoma* ..... | 2,540 | Tuesday ... | June 23. |
| *Victoria* ..... | 3,167 | Saturday... | July 11. |
| *Olympia* ..... | 2,628 | Wednesday | July 29. |

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at Noon, on FRIDAY, the 1st May, will proceed to VICTORIA, B.C., and TACOMA, Wash., *via* MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 22nd April, 1896. 4

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

*PRICES VERY MODERATE.*

ORDERS respectfully solicited by the Undersigned.

THE MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, 28th November, 1895. [44

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [40

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.